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HYLAN FAILS TO STOP TRACTION HEARINGS

Miller's Board Goes Right Ahead Despite Protest of Mayor's Lawyer.

POOR SERVICE SHOWN

More Passengers Carried, With Fewer Seats-Less Spent on Repairs.

Meaneny for 5 CT. FARE

Good Start on Unifying City Transit Lines on Strictly Business Principles.

The official inquest into the prostra-

the fiscal years 1918 and 1921.

tainty that, whereas in 1914 there were 316,119,135 passengers carried on free transfers, before the abolition of transfers points had begun, the number so carried during the fiscal year ending last June had dwindled to 108,000,000—a decrease of 237,000,000 in the number of persons who formerly rode to destination on a single fare but who now either have to get out and walk or else pay an increased fare.

The total number of free transfer points that have been abolished tansfer points that have been abolished is 2,102. Of these 1,792 are on the B. R. T. system, 269 on the lines of the New York Railways Company (surface cars) and 15 on the Third Avenue system.

Reports Indicate Deterioration. It was demonstrated by figures from the companies' own reports that in recent years expenditures for maintenance of way, structure and equipment had been only about one-half or less than one-half of amounts expended for like purpose prior to 1912, thus indicating inevitable deterioration. With due allowance for the decrease in the purchasing power of the dollar alike for material and labor, for instance, it was shown that if the New York Railways had spent last year an amount equivalent to that spent in a normal year like 1912 it would have expended for 1920 \$5,454,982, whereas its actual expenditure for maintenance was only about \$3,000,000. Substantially similar comparisons were exhibited for the B. R. T. surface lines and those of the Third Avenue system.

Harry M. Latey, engineer of equipment and operation for the commission, was the next witness. From company reports made to the commission reporting under the law the causes of all detays exceeding five minutes resulting from breakdown of equipment or from derailment, he showed an astonishing increase in the frequency of such break-

downs since 1915. On all the New York Railways lines the percentage of such delays due to imperfect equipment was stated to have increased in the five years 202 per cent. For the Third Avenue lines the percentage of increase in such mishaps was 142.

The Madison avenue line, so called, has had 462 of these breakdowns per million of car miles in 1921, as compared with 51 on the New York Railways, 120 on the Third avenue, 95 on the Eighth avenue and 85 on the Ninth avenue. The five year increase for the overhead Brooklyn trolley lines was 50 per cent., that of the Third avenue system in the Bronx 216 per cent. and that of the Queens surface lines 400 per cent. "All these," the witness explained, "are cases where cars have to be hauled back to the barns for repairs or where they have suffered a breakdown because of defective equipment or are derailed and detained more than five minutes."

Mr. Shearn made it plain that these

utes."

Mr. Shearn made it plain that these mishaps are not to be confused with mere traffic delays, which, he said, "of course, would run into hundreds of thousands."

Mileage Cut as Receipts Grow.

Daniel L. Turner, consulting engineer to the commission and identified with transit engineering work for twenty years, produced charts proving, as he expressed it, "that on many of the surface lines as you find your passenger receipts in cents per car mile pushing up you find the same line cutting down enormously its car mileage." His diagrams showed that on the Lexington avenue line, while its receipts in cents avenue line, while its receipts in cents per car mile increased from about 38 to 47. Its car mileage ran down from 4,000,000 to a little more than 2,500,000.

The Fourth and Madison avenue line, while its received.

The Fourth and Madison avenue line, while its receipts a car mile increased from 42 to 48, permitted its car mileage to shrink from 5.500,000 to a little less than 3.500,000. On the Sixth and Amsterdam avenue line receipts swelled from 42 to 50, but car mileage dimfusional to derail and wreck it before it could gather headway.

Chairman McAneny and Clarence J. Shearn, examining counsel, despatched business so smartly that before the

Chairman McAneny and Clarence J.
Shearn, examining counsel, despatched business so smartly that before the close of the afternoon session the commission had entered in the record results of much of the intricate work its experts have been engaged upon for months. Half a dozen of these specialists, armed with charts and tabulations compiled from the figures embodied in the railway companies' sworn reports to the commission, took the stand and successively painted in what Mr. McAneny called "the background of the picture."

These figures showed that as the number of passengers on city lines has increased facilities have almost continually deteriorated. From compilations made by Fred W. Lindars, chief accountant to the commission, it appeared that on all the lines, tapid transit and surface railroad companies in the city, the number of revenue passengers carried annually had increased 27.7 per cent. between the fiscal years 1918 and 1921.

Will Restore Five Cent Fare.

Will Restore Five Cent Fare.

Will Restore Five Cent Fare.

Fewer Seats for Passengers.

During that same period, however, the ratio of car seat miles for revenue passengers had dropped from 8.05 to 7.01, a decrease of 1.04 per cent. The phrase "car seat miles," it was explained, means the number of seats a car provided for each passenger carried a mile.

The witness assented when Mr. Shearn said: "Then, with an increase of more than 27 per cent, in the number of passengers carried and with the roads operating fewer car miles and furnishing fewer car seats per mile, it is a fair inference, is it not, that there has been inference in force the five-cent fare when he added: "It the purpose of the commission not only to bring about a physical reorganization of the commission not only to bring about a physical reorganization of the roads for purposes of better development of the rapidly growing city but to restore as promptly as may be the citywide fare and an actual and honest charge of five cents. The commission, in its report, to follow the application of the striction of the stri

ing fewer car seats per mile, it is a fair inference, is it not, that there has been an increase of crowding, or a decrease of facilities? The witness said he thought that a fair inference.

Care mileage, which means the number of miles cars are operated in connection with receipts from passengers, increased only 4.95 per cent. between 1918 and 1921, despite the large gain in number of passengers carried.

It was shown to a mathematical car.

in number of passengers carried.

It was shown to a mathematical certainty that, whereas in 1914 there were 345,119,135 passengers carried on free transfers, before the abolition of trans-taxpayers at an exorbitant price the

Defining the methods used by the men who are now making the vitally important inquiry concerning company valuations, Mr. Shearn said: "They have been patiently and carefully obtaining from the books of the companies the amounts actually expended on these various properties from their earliest days, and then considering what that all amounts to and what a valuation would be on that basis, less a reasonable depreciation." Inflated values, counsel said, would play no part in the appraisals. In reply to a letter from Major La Guardia, President of the Board of Aldermen, complaining that the secretary of the commission had refused to oblige him with a daily transcript of the record of the examination, Mr. McAneny last night wrote to Major La Guardia:

"The stenographic reports of these proceedings are not paid for, as you state, from city funds. They are paid for by the stenographer himself, who is reimbursed in turn through the sales made by him to those who are served. In return for the privilege granted him the commission is furnished with a sufficient number of official copies for its own use, but not for other distribution. I am informed that the city, through the Law Department, subscribes directly for ten copies, for which it pays a very low rate, and I have no doubt that upon application to the Corporation Counsel you could secure one of those.

"The commission itself has mimeographed sets of the rough transcript of the proceedings prepared for press purposes. If you are to have copies of these mailed to you each day we should

grapped sets of the rough transcript of the proceedings prepared for press pur-poses. If you are to have copies of these mailed to you each day we should very gladly do that, although I would commend an application to the Corpora-tion Counsel as the customary method."

FOCH REMEMBERS DEAD.

avoid his motion that the hearing be commission amount consideration and process of the commission amount consideration and process of the commission and process of the commission has been a commission and process of the commission has been as a commission of the state of the commission has been as a commission of the commission of the commission has been as a commission of the commission of the commission has been as a commission of the commission of the commission has been as a commission of the commission of the commission of the commission has been as a commission of the commission of the commission has been as a commissi

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We are no longer in that stage of the war period, but we are now in the transition state. It is the aftermath of a great war—the settling down period, which for many is also a settling up period. It is the time for casting up of accounts in rural districts which have been naturally slower to feel the violence of the ups and downs.

It is this figurative bookkeeping that has so important even if indirect a bearing upon the general business of the country. Wealth and attendant prosperity come out of the ground and from no other source. As the farmer prospers, so does the storekeeper and the general tradesman and the jobber and the wholesaler and the manufacturer and the railroads and the banks and the

Let us look upon the other side. The hectic period of attempting to get rich quickly, and most naturally failing, is always followed by a "reminiscent" period of greater or less duration; a period of dreaming of what might have been. The big prices that were obtained for crops and land, hastily transferred into certain "guaranteed investments" that evaporated like the morning's dew, give rise to sad memories.

The saddest lot is theirs who continue to dream of faded moons in broad sunlight

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